

HER RECEPTION DAY. \$400,000 FIRE IN LOUISVILLE. RUN DOWN BY A MAIL WAGON.

Visitors Throng to the New Cunard Steamship Campania.

Many Officers From the Visiting Fleet Among Them.

Words of Praise for the Latest Model of Marine Architecture.

This was a fitting day on the big new Cunarder Campania, and plenty interest was divided between it and the fleet of warships anchored in the North River.

The Campania lay at her pier at the foot of Clarkson street, an even those who were not familiar with the docks had no difficulty in finding her. Her big red and black funnels towered above everything in the vicinity.

About 6,000 tickets of admission to inspect

the marines and the ship were issued.

At 120 A. M. the flames were under control, but were still dangerous. Roads were ablaze for blocks around. The office building of the Louisville Water Company with valuable books and papers seemed doomed, but it was saved after hard work.

Two firemen, one named Kessler, the other name unknown, were injured by a falling wall, and a steel truck No. 2 was smashed to splinters.

The offices of the Frankfort Lottery Company were damaged by water. With the exception of the Power Building, the structures destroyed and damaged were two and three stories high, and were not very valuable buildings.

The greatest losers are the Louisville Steam and Electric Power Company, building and plants, \$50,000; insurance, \$10,000; steam, \$10,000; Louisville Lithograph Company, \$20,000, and the tenants of the Power Building, whose losses aggregate \$175,000; insurance uninsured.

He has made nearly 500 voyages, and during all that time he never had a serious mishap to the vessel in his command.

He has a carefully selected staff of officers, all of whom are thoroughly experienced.

The steward, Fred Attwells, has also been with the line thirty-five years.

He has had people who write "H. H." before their names, and also American millionaires who can write their names with considerable more effect.

A young lady who suggested that she would like to go across, but who was afraid of the mail, did not, however, be suggested champagne as a sacrifice.

This did not meet her views as an antidote to the mail, so he promptly said that better beer was an invaluable remedy.

The Campania is without doubt a model of modern marine architecture, and the very latest thing in clipper ship design.

It was formed from an armada of figures of her great size and bulk, and the tremendous power of her machinery. She must be seen to be appreciated.

The vessel, which is the first of two new twin-screw steamers built for the Cunard Line, is the largest and the most capacious ever built.

Between superstructure and hull, 400 feet in length, or only 10 feet short of the great Eastern White Star liner, over all is 126 feet, width, 36 feet, height, 30 feet, depth, 12 feet, deck to upper deck, 44 feet, and the hull weighs about 12,000 tons. About 18,000 tons will be her probable displacement.

The dimensions of the Campania are very fine. She has a straight stem and elliptic stern, top-gallant foredeck and poop, with cross galleries fore and aft, and a deck house above the upper deck, surrounded by the promenade and decks.

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